

NORFOLK YARD TO REPAIR WARSHIPS

Equipment to Be Made So That Foreign Ships at Exposition May Be Accommodated.

(Special to The Times-Dispatch.)
NORFOLK, Va., January 14.—Rear-Admiral Endicott as chief of the Bureau of Yards and Docks, inspected the Norfolk navy yards today. Simultaneously with the coming of the rear-admiral, announcement was made that this yard will be put in readiness to make any repairs that may be necessary to foreign warships that will be here during the Jamestown Exposition. The ships will be here on the special invitation of the United States. The admiral will demand that they be provided with necessary accommodations. The coming of the foremen will mean that the number of workmen employed at the yard will have to be increased.

ROAD TO JAMESTOWN.

Convicts Arrive and Work Will Be Begun at Once.

(Special to The Times-Dispatch.)
JAMESTOWN, Va., January 14.—Superintendent Morgan, of the State Penitentiary, arrived here today with eighteen convicts to begin work on the new road to the island. This number will be added to as the work progresses. The convicts will be kept in the city jail.

Work on the road was to have begun some weeks ago, but owing to unavoidable delays has been postponed until now. The railroad company has been ready to begin shipping rock for some time, but has been waiting on those in charge here.

The government crusher at the depot is ready for work, and Mr. Arthur Spoon, who will represent the Federal government, is expected here at any time.

Jamestown Island will be a busy place during the spring and summer. Besides the \$500,000 national monument and the huge government pier there will be a great deal of building for the exposition. Included in the building will be the restoration of the historic old church, in which the early settlers worshipped.

It is expected that thousands of visitors to the island during the summer, and it will probably be a lively place for a year, at least.

TEACHERS ORGANIZE.

Boynton Now Has Association for Mutual Help.

(Special to The Times-Dispatch.)
BOYNTON, Va., January 14.—The white teachers of the Boynton School district met here Saturday in the court house and organized a teachers' association for mutual benefit. F. C. Bedinger was made president; W. P. Kemp, vice-president; Miss Rosa Eppes, secretary, and Miss Hattie Hester, treasurer.

A constitution and by-laws for the government of the association were adopted. They will meet once a month. Professor T. W. Ozlin, principal of the South Hill High School, was present, and addressed the meeting on the best methods of conducting the meetings.

There seems to be no longer any doubt about the fact that Percy Martin, the railroad robber on the Seaboard, has served out a sentence of three years in the penitentiary of Tennessee. The penitentiary authorities wrote to Sheriff Beales that he was sent there in September, 1902, to serve three years. A picture of the man sent and the description given in his correspondence with the Percy Martin here in jail.

The weather here has been almost like spring. The roads are as firm as in mid-summer. An unusual sight for January was seen at church yesterday, when many of the ladies wore long coats and appeared with fans, which they used vigorously during the service.

ENGINE STRIKES LINEMAN, INFLECTING FATAL HURT

(Special to The Times-Dispatch.)
FREDERICKSBURG, Va., January 14.—W. L. Lloyd, of Gordonsville, a lineman for the Western Union Telegraph Company, while examining the line along the Richmond, Fredericksburg and Potomac Railroad, traveling on his hand-car, was struck by an engine, which came suddenly around a turn, traveling at a high rate of speed, and struck the car before Mr. Lloyd had time to move. He was thrown from the car and severely injured about the head and body. He was brought to the Mary Washington Hospital here, where he died from his injuries two hours later. He was unmarried.

UNION BOILERMAKERS OF NORFOLK ON STRIKE

(Special to The Times-Dispatch.)
NORFOLK, Va., January 14.—The Union boilermakers of Norfolk are on strike. They demanded an increase in wages from \$2.50 to \$3.00 a day and eight hours' work instead of nine, as at present.

Employers are seeking to secure non-union men in Newport News and Baltimore to take the place of the strikers. A few men are at work in the shops. Contract work is tied up.

Delightful Entertainment.

(Special to The Times-Dispatch.)
McKENNEY, Va., January 14.—A very delightful event of last week was the informal social given last Friday evening by Mrs. B. T. McKenney, at her home, in honor of her guests, Miss Bettie Powell and Miss Maud Newcomb. The evening was pleasantly spent in music and games, after which refreshments were served. The table decorations were especially attractive. Those present were Miss Bettie Powell, and Mr. F. H. Gee, Miss Maud Newcomb and Mr. John P. Batte, Miss Eva Butterworth and Mr. George D. Powell, Miss Sallie Zehner and Mr. J. T. Zehner, Miss Nellie Butterworth, Mr. Richard Harrison, Miss Nan Barrow, of Blackstone, and Mr. R. J. Powell, Miss Addie Powell, and Mr. James Thweatt, Miss Butterworth and Mr. J. T. Zehner, Mr. and Mrs. M. C. Tucker.

Runs Into Open Switch.

(Special to The Times-Dispatch.)
LEESBURG, Va., January 14.—A passenger train of the Bluemont Division of the Southern Railway, scheduled to arrive here on Sunday evening at 6:30, ran into an open switch near the freight depot in this place last night, and was derailed. No one was injured, but the coaches were badly damaged, the track torn up, and traffic delayed for several hours.

FALLING TREE PINS FARMER TO GROUND

WINCHESTER, Va., January 14.—Pinned to the ground under a big tree, which had fallen on him, William McFarland, a prominent farmer of Chambersville, this county, had a remarkable escape from death today. He was engaged in having timber, when a large tree fell, knocking him down. Lying alone, it was a long time before his cries for help attracted the attention of Asa Shanholtz, who, with others rescued the man from his perilous position in an exhausted condition. His left limb was badly crushed, and he is internally injured, but not fatally.

BADLY AFFLICTED WITH ECZEMA

For More Than Two Years—Tries Physicians, Patent Remedies, Old Women and Quack Cures and Found No Relief.

USES CUTICURA AND IS SOON SOUND AND WELL

"I was very badly afflicted with eczema for more than two years. The parts affected were my limbs below the knees. I tried all the physicians in the town and some in the surrounding towns, and also tried all the patent remedies that I heard of, besides all the cures advised by old women and quacks, and found no relief whatever until I commenced using Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent. In the Cuticura Remedies I found immediate relief, and soon grew sound and well. Holtz, Tippecanoe, Ind., Nov. 15, '05."

DANDRUFF KILLS HAIR

Cuticura Soap Kills Dandruff

"I was troubled with dandruff on my head ever since I was twelve years old. I had beautiful hair up to that time. The dandruff destroyed my hair. I tried everything I could hear of. I had no doctor, but I went into a drug store where I was well acquainted and asked the druggist if he knew of anything that would be good for me. He said: 'Of course I do. I just got a cake of Cuticura Soap. I got it and it did my hair good the first time I used it. My sister-in-law couldn't keep the dandruff off the top of her baby's head, and the hair didn't grow. I was then told of Cuticura Soap with me. I told her about it, and gave her the Cuticura Soap, and in about three months I was free again, the child's head was covered with hair and not a sign of dandruff. My sister said it was the Cuticura Soap. The child is not past three years old and has a head of hair. Mrs. E. W. Shibley, Columbus, Kan., Oct. 25, 1905."

Complete External and Internal Treatment for Every Form of Eczema, Children and Adults. Cuticura Soap (10¢) and Cuticura Ointment (5¢) will cure the skin. Cuticura Resolvent (25¢) will cure the blood. Cuticura Soap (10¢) and Cuticura Ointment (5¢) will cure the skin. Cuticura Resolvent (25¢) will cure the blood. Cuticura Soap (10¢) and Cuticura Ointment (5¢) will cure the skin. Cuticura Resolvent (25¢) will cure the blood.

EVERY CHRISTIAN IS RESPONSIBLE

Rev. Thomas B. Southall Makes Plea for Clean Sabbath.

(Special to The Times-Dispatch.)
LEXINGTON, Va., January 14.—Rev. Thomas B. Southall, pastor of the Lexington Presbyterian Church, occupied the pulpit of Trinity Methodist church Sunday morning, and preached an able and convincing sermon in advocacy of suppressing the illegal sale of liquor in Lexington, in which the sale of intoxicants is forbidden under local option laws. Mr. Southall's subject was "The Kingdom of God," which he defined to be the complete reign of God over society, public as well as private. After numerous Bible quotations, justifying his position as to what the kingdom of God is, Mr. Southall threw the burden of responsibility for a clean municipality on every Christian in the community. He declared the failure to break up the "blind tigers" in operation here due either to securing insufficient evidence or the miscarriage of justice. As a means of arousing a wholesome public sentiment favorable to better conditions, he advocated the organization of a civic league, to be composed of the good people of the community, and declared that no evil can continue when condemned by public sentiment.

BOYS ADMIT THEY TRIED TO WRECK TRAIN

One Is Sent to Prison for Two Years, Other for Six Months.

(Special to The Times-Dispatch.)
SUFFOLK, Va., January 14.—In Nansemond Circuit Court today Charles Williams and John Haskins, boys, were indicted for attempting to wreck an Atlantic Coast Line passenger train by placing obstructions on the track. Both pleaded guilty. Charles got two years and Otis six months.

For setting on fire the Nansemond county jail with a view of escaping, Nathaniel Parker received a five-year sentence, with four years additional for co-stealing. He pleaded guilty on each count.

John Harrison was indicted for the murder of Sam. Haskins, Joseph Wilson for forgery and George Taylor for throwing bottles into a Southern Railway passenger train.

MOOTED QUESTION.

Location of New Public Building Under Discussion.

(Special to The Times-Dispatch.)
FREDERICKSBURG, Va., January 14.—Rival delegations left here today for Washington to appear before the officials in the Treasury Department, each advocating a different location for the public building to be erected here by the government, to-day having been fixed as the last day on which hearings would be granted by the department. Many citizens desire to see the building erected on Main Street, the main thoroughfare here, which, however, is on one side of the town, being only one square from and running parallel with the river. Others prefer the corner of Prince Edward and George Streets, a point more nearly the center of the city, but somewhat removed from the principal business section.

TOWN VOTES TO HELP AUNT OF ADMIRAL DEWEY

(Special to The Times-Dispatch.)
LEXINGTON, N.Y., January 14.—The trustees of Elizaville, a little village, near this city, to-day met and subscribed \$10 weekly for the maintenance of Sarah Dewey, aged seventy-five years, who is a first cousin to Admiral George Dewey, a hero of Manila Bay naval fight. Miss Dewey is penniless and helpless.

TAX SYSTEM IS MENACE TO LIFE

(Continued From First Page.)

was conspicuously lacking in several of the operating departments of the road. The habit of operators in changing shifts and substituting for each other sometimes subjected them to eighteen hours' work, a period beyond the safety limit. The high rate of speed on passenger trains operated on this road is another contribution to the danger of a wreck, and it is declared that under the physical and traffic conditions of the portion of the road where the wreck occurred such high speed should be forbidden.

Menace to Life.

Even more important is the pronouncement of the commission as to conditions on railways in general, which result in a grave menace to human life. Coupled with this is a ringing demand for such regulations by the State as will make criminal negligence, resulting in loss of life or limb, a penal offense. The habit of permitting trainmen to work excessive hours, whether it be compulsory or permissive, is productive of the same grave danger. Overtaxed physical endurance has ever been one of the most prolific causes of disaster. In its power to produce criminal negligence, and in its disregard of human life, the commission makes a ringing demand for effective legislation, holding those directly and criminally responsible for loss of life punishable in the courts, whether it be president, manager or brakeman.

A plea is made for the punishment, not alone of the individual employee, but of the official whose negligence in the enforcement of regulations permits such violations of regulations to go unpunished.

In its conclusion the commission thus sums up its recommendations and conclusions in a single sentence: "If the laws now in existence are adequate to this end (the punishment of criminal negligence), they should be enforced; if additional legislation is needed, it should be promptly enacted."

As is well known, the commission is without jurisdiction to enact or enforce criminal laws, and all it can do is to direct public attention to the need of such statutory enactments.

The Great Wreck.

The commission recites the details of the collision between southbound passenger trains No. 37 and 33, of the Southern Railway, near Leeward, Va., November 24th, and the disastrous and fatal consequences. It recalls the fact that the commission, on the 11th of December, had an investigation to ascertain the causes of the wreck, in which the train crews of both trains and several officials of the road testified.

With this preliminary statement the commission summarizes its conclusions in eight separate sections as follows:

1. That Block Operator Mattox, at Range, failed to ascertain that block was clear, and so notify the operator at Leeward, and have received from him the message signal displayed, both of which he was required by regulations to do before allowing No. 33 to enter the block.

2. That Conductor Lovine erred in not cutting out the defective car at Lynchburg, owing to which the delay to No. 37, which contributed to the accident, was caused later. He should have reported the condition of his train to the dispatcher and asked instructions.

3. The commission points out from the evidence whether Flagman Bennett went back as far in rear of the parted train, No. 37, as the time at his disposal permitted, but even if he had he could probably not have prevented the collision.

4. That the rule requiring the flagman to go back a required distance from approaching trains could not have prevented the disaster, owing to the failure of the block signalman to observe the rules. A rule requiring a time separation of trains is suggested as an additional safety guard.

5. The commission declares that the operation of the signal station at Leeward by Block Operator Jacobs was highly unsatisfactory, and that the investigation of the accident should be directed to the cause of the failure of the signalman to observe the rules. A rule requiring a time separation of trains is suggested as an additional safety guard.

6. The commission strongly condemns the lack of supervision of the signalmen by some one in authority to see that requirements were fulfilled by them; to prevent their exchanging trains and to require them to better observe the rules for inspection, and their allowing visitors in the office.

7. The evidence adduced shows that operators were employed without sufficient experience and after inadequate examination as to qualifications.

8. That Dispatcher Thornton at Lynchburg should have known of condition of train 33, and that definite instructions should have been given the conductor as to handling the car with defective coupling.

Some Conclusions.

Taking up the more general aspects of the situation, the commission declares: "The investigation of the immediate cause of this unfortunate accident is of secondary importance as compared with the investigation of the general conditions under which this and similar disasters have been occurring on the Southern Railway with alarming frequency."

The commission is authorized and presumed directed by the Constitution of Virginia and by acts of the General Assembly to conduct such investigation of accidents on any transportation line as the public interest may require, and to report thereon to the public.

The investigation of the accident would fall far short of its manifest purpose and be well-nigh barren of beneficial results were it a mere recital of facts developed by the evidence in this particular case. It is the broader question of the organization and management of the Southern Railway, as it affects public safety, that must more seriously engage the public attention.

Proceeding on this line in the light of the evidence adduced in this case and other cases involving loss of life on the Southern Railway which have engaged the official attention of the commission, it becomes necessary to consider the general plan of organization of the Southern Railway in so far as the same may come within the jurisdiction of the legally constituted authority of the State. There can be no reasonable doubt of the fact that the operating staff of the Southern Railway has been greatly overtaxed. The Danville division, on which the wreck now occurred, is the oldest and most extensive of \$87 miles of track, all under the immediate management of a single division superintendent. Such an amount of trackage cannot be successfully handled by a single officer, be his ability and zeal ever so great; a lack of localization and centralization of competent authority must inevitably follow such conditions. Directly flowing from this condition we find that the discipline which must obtain on a well-regulated railway is conspicuously lacking in several of the operating departments under investigation.

It was shown that the operators and signalmen charged with the important duty of directing the movements of trains were under no immediate supervision; the manner in which



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Oldish Suits for older men and those who scorn frills.

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Buy that Suit or Overcoat you need now and here, and save \$5 to \$10 for other things.

\$18.50 Men's Suits \$14.75
\$20.00 Overcoats \$22.50

Jacobs & Levy.

What Commission Says of Southern Railway

There can be no reasonable doubt of the fact that the operating staff of the Southern Railway has been greatly overtaxed.

Further contributing to the dangers of travel is the seemingly high rate of speed of many of the passenger trains operated over the Southern Railway.

The commission is of opinion that the operation of signal station at Leeward by Block Operator Jacobs was highly unsatisfactory, and his evidence in the investigation also unsatisfactory.

It has been brought to the official attention of the commission in this connection that crews on night trains are sometimes permitted to be on duty as much as forty to forty-five hours in succession.

The evidence tends to show that operators or signalmen were not employed without sufficient experience, and after the slightest and most insufficient examination as to their qualification to perform the duties of their position.

However much such wholesome laws may act as deterrents upon corporations from the sacrifice of human life, the full measure and power of the law in this regard will not be reached until its strong hand has been laid heavily upon the individual, be he president, manager or brakeman, whose negligence or infidelity to trust has brought death and suffering to his fellow-man.

The citizen has the right to ask and expect at the hands of the State the enactment and enforcement of laws which will reach the guilty corporation and also the guilty individual representative of the corporation, be he officer or employee of that corporation.

The criminal negligence of an employee, resulting in injury to or death of a fellow-passenger, should be severely punished, and if it appears that there was also criminal negligence of higher employee or officers directly contributing to such disaster, such officer should also be punished.

They performed their duties was not made the subject of any special inquiry by any officer or superior charged with that immediate responsibility. The method of selection of operators seems to have been loose and unsystematic. The degree of knowledge and experience, not to say skill, of these operators seems not to have engaged the serious attention to which this important question was entitled; nor did the subject of general fitness of these operators, from the standpoint of character and habits, both before and after employment, receive such official attention as the public interest required. The block signals kept by these operators were not examined from time to time by any supervising agent or officer, an omission which destroyed in a large measure the element of safety which these sheets were intended to provide. It was further shown that the operators were in the habit of exchanging work with each other, resulting in continuous service on the part of one operator for eighteen hours or more, a period beyond the safety limit, which should have been promptly detected and remedied in the ordinary course of business.

High Rate of Speed.

Further contributing to the dangers of travel is the seemingly high rate of speed of many of the passenger trains operated over the Southern Railway. It was shown by the evidence of the oldest and most trusted employees of that road, including engineers of undoubted intelligence and judgment, that the rate of speed of several passenger trains was beyond the limit of safety. These unduly fast schedules necessarily resulted in a failure to maintain them, with the consequent confusion and added danger from the operating standpoint, and great inconvenience to the traveling public. The efforts to maintain these schedules over the grades and curves of the Piedmont region and along a single track overcrowded with traffic were necessarily accompanied by a considerable degree of hazard, while it kept the operating department and the train crews under more or less of a nervous strain in the effort to accomplish the impossible, thus adding new elements of danger on every hand.

The commission, while not undertaking to control the speed of passenger trains, or to discourage reasonably fast schedules, must, in the interest of public safety, hold that the schedule should be fixed with reference to physical and operating conditions, and not by the passenger department of the road with a single view to meeting competitive conditions in passenger traffic.

The duty of the company is first to consider the safety of its tracks, grades and curves, together with the

traffic moving over the line, and then adjust their schedules to the requirements of safety under these ascertained conditions. If these physical and traffic conditions are such as to forbid the running of passenger trains as such speed as to meet the reasonable demands of the traveling public, the road must make prompt and speedy improvement of physical conditions to the point where trains can be operated under schedules which are safe, and at the same time reasonably safe. Prompt and speedy improvement of the schedules should be lengthened to the point of safety.

Excessive Hours.

It has been brought to the official attention of the commission in this connection that crews on night trains are sometimes permitted to be on duty as much as forty to forty-five hours in succession. It is a fact that these excessive hours are not compulsory, but rather permissive, but the fact remains that the danger arising from this practice is the same, whether from the one cause or the other. The lives of members of these train crews are constantly endangered by acts of omission or failure to observe rules which are necessary, not only to the public safety, but to the preservation of their own lives as well.

It is impossible to consider the hazards of passenger travel separate and apart from the freight service, which is a public safety matter. The passing of a freight train by a passenger train must be as rigidly observed by both crews for the protection of lives as if it were for the meeting or passing of two passenger trains. Neither public safety nor the safety of train crews can be properly safeguarded while responsible members of these crews, either in whole or in part, voluntarily or involuntarily, have been on duty for periods greatly beyond the limit of safety.

However commendable may be the zeal of a conductor, engineer or flagman to serve the interests of his employees, or to serve public interests, or however meritorious may be his desire to earn as much as human strength will permit, yet experience has taught the lesson that overtaxed physical endurance has ever been one of the most prolific causes of disaster.

Occasions, it is true, may arise, such as unavoidable delays of trains in reaching the terminus of a division, which require trainmen to exceed the hours of safety in order to accomplish a natural and necessary duty; but such occasions occur with sufficient frequency on well-regulated railroads to give ample test to the powers of trainmen for sustained endurance, without voluntarily and unreasonably overtaxing such powers.

Rules Disregarded.

The rules under which the Southern Railway is operated are those of the American Railway Association, which presumably represent the best thought and experience of the day on the important subjects of transportation. Whatever may be the perfection of these rules, the observation of them by the employees of the Southern Railway would have certainly prevented the accident under investigation. The all-important matter, both to the public and to the public, is that the operating rules shall be observed—observed not only by one class of operating officers or employees, but by all. The safety of the public and of the trainmen is absolutely dependent upon this observance of operating rules. It is, therefore, a matter of vital concern, and one which should engage the most serious attention and earnest thought of law-makers, courts and the whole body of our citizenship, particularly including that great army of worthy men, railroad employees and others, whose lives and limbs are in the daily hazard of the rail.

A railroad organization, in its operating department, consists of a great number of units, each unit representing a responsibility to the public which cannot be thrust upon another. Be it unit great or small, it must fill its appointed place, and unflinchingly sustain the maximum pressure brought to bear upon it in the natural order or plan of the organization. Human error has failed to provide any scheme which does not involve the human unit.

Our laws have wisely provided heavy liability in pecuniary damages and penalties upon the transportation companies for failure to guard well the life and limb of the citizen. These laws should continue to be rigidly enforced; but, be they enforced ever so well, yet they represent at best only a dollar and cent remedy for men and women, and give but an inadequate commercial return for that which has been taken, but cannot be restored.

Must Reach Individuals.

However much such wholesome laws may act as deterrents upon corporations from the sacrifice of human life, the full measure and power of the law in this regard will not be reached until its strong hand has been laid heavily upon the individual, be he president, manager or brakeman, whose negligence or infidelity to trust has brought death and suffering to his fellow-man. The citizen has the right to ask and expect at the hands of the State the enactment and enforcement of laws which will reach the guilty corporation and also the guilty individual representative of the corporation, be he officer or employee of that corporation.

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and obligations to the public from the standpoint of reasonable comfort, safety and efficiency of service have been recognized and performed.

"The performance of this fundamental obligation of the corporation to the public should be enforced with all possible vigor, and yet safety will not be secured to the citizens until the individual representatives of the corporations guilty of criminal negligence shall have also been made answerable therefor to the State in the courts of the Commonwealth. The criminal negligence of an employee resulting in injury to person or loss of life should be severely punished, and if it appears that there was also criminal negligence of higher employees or officers, directly contributing to such disaster, such officer should also be punished, and thus criminal negligence, wherever found, and by whomsoever committed, should be clearly defined by law and punished like other criminal acts. If the laws now in existence are adequate to this end, they should be enforced; if additional legislation is needed, it should be promptly enacted. The commission is without jurisdiction in the enactment or enforcement of criminal laws, and all it can do is to direct public attention to the need of such statutory enactments.

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